

FIFTH
ANNUAL REPORT

OF THE

Catawissa Rail Road Company,

FOR THE YEAR ENDING

DECEMBER 31st, 1864.

PHILADELPHIA:

H. G. LEISENRING'S STEAM-POWER PRINTING HOUSE,
Jayne's Building, 237 and 239 Dock Street.

1865.

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OFFICERS

OF THE

Catawissa Rail Road Company,

1864-5.

PRESIDENT,

T. HASKINS DU PUY.

VICE PRESIDENT AND SECRETARY,

M. P. HUTCHINSON.

TREASURER,

W. L. GILROY.

SUPERINTENDENT,

GEORGE WEBB.

DIRECTORS,

SAMUEL V. MERRICK,

M. P. HUTCHINSON, M. D.

JAMES S. COX,

COFFIN COLKET,

J. TAYLOR JOHNSTON, of New York.

CHAS. R. PAXTON, of Bloomsburg, Pa.

ANNUAL MEETING.

An Annual Meeting of the Stockholders of the Catawissa Rail Road Company, was held, in pursuance of the provisions of the charter of said Company, on the 4th day of April, 1865, at 12 o'clock, noon, at the Company's Office, No. 424 Walnut Street, Philadelphia, called in pursuance of the notice, of which the following is a copy :

“OFFICE CATAWISSA RAILROAD COMPANY,
No. 424 Walnut Street,
PHILADELPHIA, March 10th, 1865.

“The Annual Meeting of the Stockholders of this Company will be held on Tuesday, the 4th day of April, 1865, at 12 o'clock, noon, at the Company's Office, No. 424 Walnut Street, in the City of Philadelphia.

“The annual election for President and Directors will be held on Monday, the 1st day of May, 1865, at the Company's Office.

M. P. HUTCHINSON,
Vice Pres't & Secretary.”

On motion of S. V. Merrick, Esq., E. P. Borden, Esq., was called to the chair, and Dr. M. P. Hutchinson appointed Secretary.

The President read to the meeting the Report of the Board of Directors, for the year ending December 31st, 1864, also, the Reports of the Treasurer and Superintendent.

On motion of Jas. A. Freeman, Esq., it was

Resolved, That the Reports be adopted and printed, with the accompanying tables, in pamphlet form, for distribution among the Stockholders.

On motion of M. W. Woodward, Esq., it was

Resolved, That the Directors be and are hereby authorised to repay to the Preferred Stockholders, any amount of past earnings, which have been expended upon the property of the Company, over and above the regular cost of operating and maintaining the same, whenever the net earnings of the road are adequate to regular dividends upon the capital so increased, the same to be paid by the issue of Preferred Stock, the consent of three-fourths in amount being obtained thereto.

On motion, adjourned.

E. P. BORDEN, *Chairman.*

M. P. HUTCHINSON, *Secretary.*

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FIFTH ANNUAL REPORT.

1865.

TO THE STOCKHOLDERS OF THE
CATAWISSA RAIL ROAD COMPANY.

Herewith you will find a report of the condition of your property, and the result of the business of the road, for the year ending 31st December, 1864.

Capital issued :

500 1st Mortgage Bonds	@	\$500,	-	-	\$ 250,000 00
42,623 Shares Preferred Stock,	"	50,	-	-	2,131,150 00
19,100 " Common	"	"	-	-	955,000 00
Chattel Bonds,	-	-	-	-	34,000 00
		Amount,	-	-	<hr/> <u>\$3,370,150 00</u>

Capital not issued :

1,377 Shares Preferred Stock	@	\$50	\$68,850 00
3,900 " Common	"	"	195,000 00
		Amount,	<hr/> <u>263,850 00</u>
Total Capital.	-	-	<hr/> <u>\$3,634,000 00</u>

The condensed statement of Earnings and Expenses shows :

Gross Receipts,	- - - - -	\$435,435	68
Less Rent and use connecting Rail Roads,	- - - - -	63,392	93
			<hr/>
EARNINGS,	- - - - -	\$372,042	75

(Being \$5,813 $\frac{17}{100}$ per mile in 1864, against \$5,134 $\frac{21}{100}$ per mile in 1863.)

Less working Expenses, Maintenance and General Expenses,	- - - - -	233,011	65
			<hr/>
(Being 62 $\frac{63}{100}$ per cent. of Earnings, 1864, against 60 $\frac{99}{100}$ per cent. of Earnings, 1863.)			

PROFITS OF THE YEAR,	- - - - -	\$139,031	10
Against \$128,355 $\frac{65}{100}$ for previous year.			

Equal to nearly 6 per cent. on the Preferred Stock issued, after deducting interest on Bonds.

The earnings for the first ten months of the year, amounted to \$284,549 $\frac{49}{100}$, against \$229,032 $\frac{49}{100}$ for the same period of the previous year, an increase of 24 $\frac{24}{100}$ per cent. But by the suspension of the coal trade from the Lackawanna region, during the last two months, this increase was reduced to 13 $\frac{32}{100}$ per cent.

The demands made by the constantly accumulating business, for the further improvement and increase of facilities in all departments of the Road, have been extensive and urgent. Notwithstanding the high prices paid for labor and materials, your property has been very advantageously and economically improved.

By reference to the Treasurer's and Superintendent's Reports, herewith, it will be seen that \$220,628 $\frac{46}{100}$ has been expended on Construction and Equipment Account, for Branch Coal Road, Shops and Engine House at Catawissa, new Locomotives, Bridges, Sidings, Rolling Stock, &c.

It is believed that what yet remains to be done to a few of the bridges, (principally taking down the old structures now surrounded by new work,) can be fully paid for from out of the sale or other use of the large amount of iron in them.

The Lessees of your coal property, contrary to their expectations, owing to the difficulty of securing sufficient labor to complete their extensive works, were unable to forward coal to market during the year.

This delay was unavoidable, and of loss to them, as they have, to this time, expended about \$120,000 in sinking "Slopes," "Shafts," and erecting suitable machinery, which will enable them, when in full operation, to mine and send to market at the rate of from 200,000 to 300,000 tons per annum. The branch Road built by this Company, for the accommodation of this trade, is now ready for use.

The developments made by this firm, Messrs. Alexander Gray & Co., have been very complete, and prove the existence of the "Mammoth Vein," averaging 50 feet in thickness, in regular position, with a basin of 300 yards in width, extending about three miles, underlaid with all the other regular veins in good condition. The coal is of the very best quality of "Lehigh."

It is the policy of the Company, and of the Lessees, that the largest market for this coal, shall be found in the West, thus using in transportation the greater part of your Road, and giving in large amounts a desirable "back loading" on oil and cattle cars, to our Western Rail Road connections, in exchange for their eastward bound freights.

The severity of the winter, affecting the rails and machinery, seriously deranged our operations, in common with all our neighboring rail roads, and caused much

interruption to trade and travel. The prospects of the coming year's business are very promising; already the demand for cars is more than double our present supply.

Negotiations are now in favorable progress, by which a large and adequate supply of cars will be obtained on equitable terms, for the transaction of the joint business between the Philadelphia & Erie and Catawissa Rail Roads, to and from New York City.

In pursuance of the policy shadowed forth at the last annual meeting, to make the assets of the Company, complete the necessary improvements on Construction and Equipment Account, so as to leave the profits of the Road for the immediate benefit of the Stockholders, a dividend of 3 per cent. was paid upon the Preferred Stock, in August last.

The late completion of the Philadelphia & Erie Rail Road, which prevented it from doing more than its own local business during the year, and the failure of receipts from the Company's coal property, before alluded to, so delayed the prompt realization of the amount of revenue reasonably expected, as to deter your Board from making sacrifice of your securities on Construction and Equipment Account.

The shops of the Company, located at Catawissa, have been completed, and will be found to add largely to the economical maintenance and working of your property.

The business, which has been steadily and healthfully increasing upon your road, is in no direct manner attributable to the war or Government patronage. Hence, when peace comes, it is but reasonable to suppose your sources of revenue will be but slightly and temporarily affected, if at all.

The drain of skilled labor from your road on Government account, and the extravagant prices paid for all we have had to purchase, has given to your officers redoubled labor and anxiety. The thanks of the Company are eminently due to the able and energetic Superintendent, Mr. GEORGE WEBB, and his tried assistants.

Respectfully submitted,

By order of the Board of Directors,

T. HASKINS DU PUY,

President.

M. P. HUTCHINSON,

Vice President and Secretary.

REPORT OF THE TREASURER.

OFFICE CATAWISSA R. R. COMPANY,
PHILADELPHIA, March, 1864.

T. HASKINS DU PUY, Esq., President:

SIR:—Herewith I have the honor to submit a "General Statement" of the affairs of the Company, and "Transportation and Income Account," for the year ending 31st December, 1864.

Respectfully submitted,

W. L. GILROY,

Treasurer.

Transportation and Income Account for 12 months ending December 31, 1864.

RECEIPTS OF THE ROAD.

Freight on Merchandise.....	\$199,026 46
Freight on Coal.....	52,957 85
Miscellaneous Receipts.....	35,250 59
Travel.....	135,509 12
United States Mail.....	12,691 66
Total Receipts.....	\$435,435 68

DEDUCT.

Rent of Little Schuylkill Rail Road.....	\$24,853 99
Rent of Philadelphia & Erie Rail Road.....	31,923 99
Rent of Lehigh & Mahanoy Rail Road.....	4,810 96
Paid to Beaver Meadow Rail Road for use.....	1,803 99
	63,392 93

Earnings,.....	\$372,042 75
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WORKING EXPENSES.

Advertising	\$ 360 35
Agents, Station.....	3,556 46
Cars, Cleaning, and Inspecting.....	1,114 83
Conductors, Brakemen & Dispatchers,	11,745 92
Drawbacks and Overcharges.....	352 30
Expenses of Stations.....	4,048 88
Foreign Agencies.....	2,914 04
Incidentals.....	302 39
Light at Freight Stations and for Cars,	370 23
Loss and damages to goods.....	889 85
Oil, Tallow, Waste, &c.	1,515 07
Stationery and Printing.....	811 00
Stations, Repairs, Rents and Taxes on Depots, &c.....	325 30
Carried forward,	\$28,306 62 \$372,042 75

CONDUCTING TRANS.—FREIGHT.

	Brought forward,	\$ 28,306 62	\$372,042 75
CONDUCTING TRANSPORTATION—PASSENGER.	Advertising	\$ 297 75	
	Agents, Ticket.....	3,290 93	
	Cars, Cleaning and Inspecting.....	1,179 39	
	Conductors, Bag. Masters & Brakem'n,	6,382 68	
	Expenses of Stations.....	837 20	
	Foreign Agencies.....	1,653 63	
	Fuel at Stations.....	254 75	
	Fuel for Cars.....	166 72	
	Incidentals.....	694 90	
	Light at Stations.....	415 31	
	Light for Cars.....	155 12	
	Lost Baggage.....	63 25	
	Oil, Tallow, Waste, &c.....	969 53	
	Stationery and Printing.....	1,180 80	
	Stations, Repairs, Rents & Furniture..	576 12	
		<hr/>	
		\$18,118 08	
	Less amount to Cr. for use of Pass. Cars,	1,322 85	
		<hr/>	
MOTIVE POWER.	Coal for Locomotives—Passenger....	\$6,832 64	
	Coal for Locomotives—Freight..	20,169 30	
	Engineers and Firemen—Passenger...	4,666 60	
	Engineers and Firemen—Freight.....	11,333 18	
	Incidentals—Passenger and Freight..	1,888 00	
	Fluid, Oil, Tallow and Waste—Pas-		
	senger and Freight.....	7,888 94	
	Repairs of Locomotives—Passenger..	15,692 53	
	Repairs of Locomotives—Freight....	14,950 08	
	Repairs of Tools, Machinery & Shops,	2,944 84	
	Repairs of Water Stations	2,692 73	
	Watchmen, Switchmen and Wipers...	6,557 89	
	Wood for Locomotives—Passenger...	4,754 22	
	Wood for Locomotives—Freight.....	2,889 00	
	Master Machinist.....	1,241 68	
		<hr/>	
		104,501 63	
MAIN, OF WAY.	Incidentals	\$ 224 80	
	Oil, Fluid and Tallow.....	338 18	
	Repairs of Bridges.....	332 70	
	Repairs and Renewals of Telegraph..	29 66	
	Repairs and Renewals of Track.....	33,871 15	
	Tools and Repairs of Tools.....	665 58	
	Watchmen	4,415 77	
		<hr/>	
		39,877 84	
MAIN, OF CARS.	Incidentals	\$ 37 21	
	Repairs—Passenger and Bag. Cars....	4,443 06	
	Repairs—Freight Cars.....	12,668 52	
	Repairs—Car Shops and Sheds.....	1,149 39	
	Tools and Repairs of Tools.....	304 51	
	Repairs Catawissa Car Loan Cars....	3,842 23	
		<hr/>	
		22,444 92	
GEN'L EXPENSES.	Stationery, Printing and Office Expen.	\$3,810 67	
	Telegraph Expenses.....	1,951 87	
	President's, Treasurer and Secretary's		
	and Superintendent's Salaries.....	8,033 34	
	Clerk's and Attendant's Salaries.....	6,046 56	
	Rent of General Office,Fuel and Light,	1,242 97	
		<hr/>	
		21,085 41	
		<hr/>	
	Nett Earnings,.....	\$139,031 10	

Balance from Transportation and Income Account.....	\$139,031 10
Proceeds of Securities, Bonds, &c.....	120,051 39
Balance from 1863.....	57,921 28
	<hr/>
	\$317,003 77
Less Coupons paid May 1, 1864, Chattel Mortgage	\$1,825 00
Less Coupons paid August 1, 1864, First Mortgage	8,680 00
Less Coupons paid November 1, 1864, Chattel Mortgage.....	1,825 00
Less Coupons paid February 1, 1864, First Mortgage.....	8,680 00
	<hr/>
	\$21,010 00
Less Amount paid on account of Cata- wissa, Williamsport & Erie R. R. Co...	6,656 95
Less Dividend No. 1, on Prefer'd Stock,	60,795 00
Less National Tax on Gross Earnings....	4,398 69
Less Taxes on Real Estate.....	2,392 71
<i>New Work chargeable to Construction and Equipment Account.</i>	
Branch Road to Coal Mines.....	\$25,051 65
Machine Shops at Catawissa.....	34,867 59
Quakake Station House.....	1,223 07
Bridges.....	57,088 24
Track & Water Stations.....	23,468 88
Four New Locomotive Engines.....	60,996 80
Reconstruction of Locomotives.....	7,932 23
Passenger and Baggage Cars.....	5,386 80
Freight Cars.....	4,613 20
	<hr/>
	220,628 46
	<hr/>
Balance,.....	315,881 81
	<hr/>
	\$1,121 96

Dr.

CONDENSED BALANCE SHEET

CONSTRUCTION ACCOUNT.

Cost of Road, Real Estate, including Coal Lands,.....	\$3,079,000 00
Less Capital Stock unissued, 1,377 shares of Preferred Stock @ \$50,.....	\$68,850 00
3,900 Shares of Common Stock @ \$50,.....	195,000 00
	<u>263,850 00</u>
Locomotives and Tenders,.....	\$2,815,150 00
Freight and Gravel Cars,.....	157,500 00
Passenger and Baggage Cars,.....	103,700 00
Coal Cars,.....	20,350 00
	<u>23,450 00</u>
EXPENDED IN 1862,	\$3,120,150 00
EXPENDED IN 1863,	109,154 58
EXPENDED IN 1864,	127,470 93
	<u>220,628 46</u>
 ASSETS. 	
Cash on hand,.....	\$9,246 46
Freight and Toll bills due to the Company,	10,390 58
	<u>\$19,637 04</u>
Materials on hand,.....	35,302 17
Debts due by connecting roads,.....	1,724 75
Individual accounts, (U. S. Gov't <i>et al.</i> ,).....	9,387 90
	<u>46,414 82</u>
Sinking Fund for redemption of mortgage Loan, 1862-1882, from November, 1862, to November, 1864,.....	4,985 00
Car Loan Car Stock,.....	12,632 47
	<u>83,669 33</u>

\$3,661,073 30

CATAWISSA R. R. CO.—Dec. 31, 1863. Cr.

CAPITAL ACCOUNT.

Preferred Stock.....	\$2,200,000 00
Less am't unissued 1,357 shares @ \$50,	68,850 00
	<u> </u>
Common Stock.....	1,150,000 00
Less am't unissued 3,900 shares @ \$50,	195,000 00
	<u> </u>
Chattel Mortgage 5 pr ct., 68 @ \$500 each.	955,000 00
Real Estate Mortgage,.....	34,000 00
First Mortgage 7 pr cent., 500 @ \$500 each,	3,000 00
	<u> </u>
	250,000 00
	<u> </u>
	3,373,150 00

LIABILITIES.

Balance of Claims of Creditors of Catawissa, Williamsport & Erie R. R. Co., contested by Catawissa Rail Road Co.....	\$6,598 94
Amount of Pay Rolls and Bills of Materials, 1864, due January 20, 1865.....	50,074 57
Accrued Interest to January 1st, 1865	
Coupons payable 1st February, 1865.....	9,192 50
Debts due to connecting roads.....	29,987 39
Fractional Shares of Stock sold, balance on conversions.....	234 80
Dividend No. 1, on Preferred Stock unpaid	<u> </u>
	2,341 50
	<u> </u>
Profit and Loss.....	98,379 70
	<u> </u>
	189,543 60

\$3,661,073 30

R E P O R T
OF THE
SUPERINTENDENT.

CATAWISSA RAILROAD COMPANY,
Superintendent's Office,
WILLIAMSPORT, PA., 1st January, 1865.

T. HASKINS DU PUY, Esq., President :

SIR :—I have the honor to submit the following report of the business and condition of this road, for the year ending 31st day of December, 1864.

TRANSPORTATION DEPARTMENT.

Receipts for freight, travel, United States Mail and miscellaneous,	\$435,435 68
Cost of transportation, passengers and freight, including motive power and maintenance of cars,	172,048 40
(Equal to $39\frac{5}{100}$ per cent. on receipts.)	

MOTIVE POWER.

In this Department the actual ordinary working expenses have been,	104,501 63
In addition to which the following extraordinary expenditures have been incurred:	
For 4 new ten-wheel Locomotive Engines, 65,000 lbs. weight, built by M. W. Baldwin & Co.,	60,996 80
Re-building Engines Nos. 1, 2 and 12,	7,932 23

Early in the year we commenced altering No. 15 from a wood-burning Engine, and adapting it to use of anthracite coal as fuel. Owing to delay of the party who contracted to construct the fire box, we have not finished her. When completed, she will be in every respect equal to first-class coal-burners, originally built for that purpose.

The enormous increase, (being more than 100 per cent.) even over last year's prices, on all the finer and expensive metals used in repairs and construction of Locomotive work, has swelled our shop expenditures to a figure not anticipated at the beginning of the year.

The items of fuel, oil and waste, advanced in price over 100 per cent., and the inferior articles in market necessitated the use of increased amounts in kind; as a consequence, our running expenses per mile have been largely in excess of all our past experience.

Every exertion was made to keep these figures at a minimum, but, for the causes named, the result is as stated.

All our engines are in condition for active service, except No. 15 being altered to coal-burner, and Nos. 3 and 22, undergoing general repairs.

MAINTENANCE OF CARS.

For this the ordinary repairs and maintenance
have cost,

\$22,444 92

To which has been added the following named
work, charged to extraordinary expenditures, as
they now supply the place of cars which our
increased travel would have compelled us to pur-
chase.

Passenger cars, Nos. 5, 6, 7 and 8, re-built and
re-fitted throughout, except portions of frames, 10,000 00

We now have a full supply of cars for present passenger
traffic.

During the year wheels and axles advanced in price 120 per
cent. over the figures we obtained them for in 1863, and the
advance in refined iron, timber and labor, accounts for the increased
expenditure in this department.

Relying, as we do, almost wholly on ourselves for supply of our own cars for freight traffic, we are obliged to repair them promptly and keep all moving. Whenever any car is deemed too old to be kept in repair economically, it is rebuilt at once at our shops, and takes its place in the traffic.

It gives me satisfaction to say that our cars are in very good condition, and ready for active service, and that rarely any accident occurs from failure on their part.

MAINTENANCE OF WAY.

In ordinary repairs of Track and maintaining the structures and property of the Company, there have been expended,	\$39,877 84
To which may be added the following items chargeable to construction, viz :	
For re-building Bridges and Tanks; partially roofing Rupert Bridge; new Section Houses at Mahanoy and Rington; Watchmen's Houses at Stranger Hollow and Long Hollow; Trestles, and cost of materials for same,	57,290 00
For building Station and Dining House, at Qua- kake Junction,	1,223 07
Removing earth ballast, and substituting perma- nent stone ballast, on clay sections, and exca- vating 21 miles of new ditches,	23,267 12
Grading, sills, iron, chairs, spikes, track-laying, turn-table, and 75 feet track seals for branch coal road,	25,051 65
For building Machine and Blacksmith Shops at Catawissa, and tools, tracks, turn-table, &c., for same,	34,867 59

Condition of Road and Structures.—It is believed that the line and surface of the track were never previously in as good condition. As an evidence of this, thus far the number of broken rails this winter have been about 10 per cent. of former years.

The bridges and trestles are in first-class condition—in fact all are new.

At Mainville, Mine Gap and Fisher's, the old structures are still surrounding the new. The removal of these will require the exercise of much care, to prevent damage to new work from falling pieces; hence the work will necessarily be slow. It is believed the old material will more than repay all additional expense in removing them.

It is a matter of much gratification to state, that in re-constructing these enormous works, no train was delayed a moment waiting for security of the parts.

If proper initial steps are taken to protect these works at once, their duration can be extended to three times the period of those just removed.

I would therefore earnestly recommend roofing all the truss bridges, and thoroughly coating the trestles with some approved preservative.

All the material is on hand for roofing Rupert Bridge. Two spans are covered, but the inclemency of the weather, after the main structures were completed, compelled us to abandon that work until Spring, when it can be done with comfort to men and at half the expense.

Owing to delays in procuring shafting and stationary engine, duly contracted for, but not delivered to us as agreed, we did not open our shops for work until August 1st, one month later than anticipated in my last report.

With the exception of engine driver lathe-work, all our construction and repairs are done in these shops. It is hoped that during this year a large saving can thus be effected.

BRANCH ROAD.

This road has been completed to the mines on this Company's land, and 800 feet of an extension of 1800 feet of track, have been laid to connect with adjoining mines. In the prosecution of this work much delay was experienced by scarcity of hands and high wages. As a consequence, it was finally completed by laborers under direction of officers of the Company.

COAL MINES.

The present Lessees, after having expended over \$100,000 developing the mines and erecting machinery for future operations, have discovered a body of coal far exceeding, both in quality and quantity, all former expectations.

With a certainty of having this to move towards a market, and with the largely increasing demand for lumber on the sea-board, and added to this the largely increasing passenger traffic, I confidently look forward to a very satisfactory showing at the end of present year.

Herewith please find statement of Engines and their condition.

Respectfully submitted,

(Signed)

GEORGE WEBB,

Superintendent.

CATAWISSA RAILROAD COMPANY.

Description of all Locomotive Engines owned by the Company, December 31st, 1864.

Engine.	Passenger train service.	Freight train service.	Weight. gross tons.	Number dr. vining wheels.	Diameter dr. vining wheels.	Length of stroke.	Builder.	Date when built.	REMARKS.	
No. 1	"	20	4	4	54	20	16	Boston Loc. Works.	1862	Good order.
" 2	"	20	4	4	54	20	16	" "	" "	"
" 3	"	30	6	4	48	22	17 $\frac{1}{2}$	M.W. Baldwin & Co.	1862	Under repairs.
" 4	"	30	6	4	48	22	17 $\frac{1}{2}$	" "	" "	Good order.
" 5	"	30	6	4	48	22	17 $\frac{1}{2}$	" "	" "	"
" 6	"	30	6	4	48	22	17 $\frac{1}{2}$	" "	" "	"
" 7	"	25	4	4	66	22	14	R. Norris & Son.	1854	" Rebuilt in 1862, at Wm'spt.
" 8	"	30	6	4	48	22	17 $\frac{1}{2}$	M.W. Baldwin & Co.	1863	" "
" 9	"	30	6	4	48	22	17 $\frac{1}{2}$	" "	" "	"
" 11	"	30	6	4	48	22	17 $\frac{1}{2}$	" "	" "	"
" 12	"	26	4	4	60	24	16	R. Norris & Son.	1864	New.
" 13	"	30	6	4	48	22	17 $\frac{1}{2}$	M.W. Baldwin & Co.	"	Good order, Rebuilt.
" 14	"	24	4	4	60	22	16 $\frac{1}{2}$	N. J. Loc. Works.	1856	New.
" 15	"	25	4	4	60	22	16 $\frac{1}{2}$	Lancaster Loc.	"	Good order, Rebuilt.
" 16	"	25	4	4	60	22	16 $\frac{1}{2}$	" "	" "	"
" 17	"	25	4	4	60	22	16 $\frac{1}{2}$	" "	" "	"
" 18	"	25	4	4	60	22	16 $\frac{1}{2}$	" "	" "	"
" 21	"	20	4	4	69	20	15	Boston Loc. Works.	" "	Rebuilt.
" 22	"	26	4	4	72	22	16	Trenton "	1859	Needs repairs.
" 23	"	30	6	4	48	22	17 $\frac{1}{2}$	M.W. Baldwin & Co.	1864	New.
" 24	"	30	6	4	48	22	17 $\frac{1}{2}$	" "	" "	New.

